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civilians". In the German *White Book*, appendix 34, which is the sole authority adduced for this statement, the testimony of the *Kolonnenkommandeur* refers to "etwa 12 bewaffneten Zivilisten . . . erschossen". The further statement of this same witness that on the next day at "Lanesse und Somzee . . . wurden eine Anzahl Zivilisten erschossen und mehrere Häuser verbrannt" is entirely overlooked. The author's use of the English, French, and Belgian sources is likewise open to criticism. Much material of a purely circumstantial nature, or the statements of single witnesses, included in the official reports as matters of record, the author has deemed fit to include in "an ordered and documented narrative of the attested facts".

Perhaps, however, it is fairer not to insist upon too literal an interpretation of the author's claims. He recognizes that "the ultimate inquiry and verdict, if it is to have finality, must proceed either from a mixed commission of representatives of all the States concerned, or from a neutral commission". Meanwhile, using only official documents and a few others which command universal attention, and supporting every charge by a specific citation, he has drawn up a list of indictments which must be considered when the final reckoning takes place. As a whole, the two volumes together may be regarded as the most complete catalogue of the crimes charged against Germany on the western front during the first three months of the war which has thus far appeared in English. Although there is some material which must be classed as doubtful, the amount of fully "attested fact" from which no one will dissent on grounds of historical evidence is larger than the German authorities can ever hope satisfactorily to explain.

A. C. KREY.

The War and the Bagdad Railway: the Story of Asia Minor and its Relation to the Present Conflict. By MORRIS JASTROW, JR., Ph.D., LL.D., Professor in the University of Pennsylvania. (Philadelphia and London: J. B. Lippincott Company. 1917. Pp. 160. \$1.50.)

DR. JASTROW believes that the Bagdad Railway project was "the largest single contributing factor in bringing on the war". Most readers will argue for the equality or pre-eminence of some other factor, such as the Alsace-Lorraine question, the character of the Emperor William II., the desire of Austria to dominate Serbia, the building of a great German navy, the woes of Macedonia, or the desire of Germany to dominate the world. It is similarly not possible to agree with the "main thesis" of the book, that "the control of the historic highway stretching from Constantinople to Bagdad has at all times involved the domination of the Near East". To object that Bagdad has existed for less than twelve centuries would be quibbling, but Dr. Jastrow, in order to strengthen his case, enlarges his terminals and broadens his highway,

until Constantinople means the whole of Asia Minor, and Bagdad all Babylonia to the Persian Gulf. Even so the "historic highway" has been under one control, apart from times of war, only by five powers during three widely separated periods, which amount all together to less than a thousand years; and in only one instance did the conquest of the "highway" begin the process of the domination of the Near East. To be more specific, the Persians conquered Babylonia and Asia Minor, and then added Egypt. Alexander took Asia Minor and then Egypt before obtaining Babylonia. Rome, contrary to Dr. Jastrow's impression (pp. 58, 59), never held Babylonia except for two or three years at the close of Trajan's reign. In medieval times, the Seljuk Turks, the Mongols, and for a short time, Timur, held nearly all the road, but this did not enable them to take Egypt or southeastern Europe. The Ottoman Turks took Egypt before they took Bagdad, and lost Egypt before they lost Bagdad.

The fact is that Dr. Jastrow has been led to overstate his generalizations by projecting backward the fact that in the last two years the idea of Mittel-Europa has become clear to all the world, with its plan of continuous control from Hamburg to the Persian Gulf, in which the Bagdad Railway plays an essential part. Historical precedent does not indicate that the completion of the Bagdad Railway, even if wholly in German and Turkish hands (which, after their treatment of the Armenians and Syrians, God forbid!), would "involve the domination of the Near East". Egypt, if strongly held, could and can remain under other control.

The affirmation that "the possession of Asia Minor is also the key to India" (p. 55), will hardly bear examination, for unless it be prophetic, it is based only upon the advance of Alexander the Great (the statement on page 73 that Selim I. conquered Persia and Hindustan being of course an error). It is strange to see again the old mistake that the Ottoman Turks raised "an impassable barrier, to the East" by the capture of Constantinople, and so forced Columbus to sail to the west (pp. 9, 74), especially since the present reviewer called Dr. Jastrow's attention to the matter in the *Nation* for Oct. 12, 1916, page 345: Asia Minor contained only one of several routes between West and East, and Constantinople controlled another; the southern routes were as freely open after 1453 as before; the goods of the East were never lacking in the West; contemporary evidence connecting the voyage of Columbus in any way with the fall of Constantinople has yet to be produced.

Apart from such erroneous generalizations, Dr. Jastrow's book is a valuable contribution toward the recognition of the imperative importance of a satisfactory settlement of the Near East. Having traced in broad outline the historical development of the region, he concludes with urging warmly a settlement not by force nor by partition, but by a *co-operation* of the great nations of the world with the peoples of the region.

A. H. LYBYER.